

Yugoslavia -- Miscellaneous Information on Communications

Zivinice

The line from Banovici (coal center) is a branch of the "Youth Line".

This city has a marshalling yard 2500 meters in length, with ten tracks.

One track about one kilometer in length runs to the mine.

To the north of the Banovici station the standard-gauge line crosses the secondary line from Zivinice to Kladanj by means of a stone bridge seven to eight meters in height.

The standard-gauge line from Doboï to Tuzla has been built following a new route, completely independent of the secondary narrow-gauge line.

The line from Broko intersects the main line west of Kreka, three kilometers west of Tuzla.

Ralja

In order to overcome the threat of collapse, work has been done on the Belgrade - Nis line between Ripanj and Ralja (about 10 kilometers): ~~removing~~ drainage channels, replacement of stone ballast, concrete surfacing. This line has very heavy traffic.

Indjija

This is an important rail junction at the intersection of the following lines:

Belgrade - Zagreb (double track), and

Belgrade - Novi Sad (single track from Indjija on).

The line from Podlugovi to Breza is standard gauge.

The Sarajevo - Visegrad - Uzice - Cacak - Belgrade line is single track and narrow gauge.

Near Zgosea, 20 kilometers northeast of Sarajevo, there is an ammunition factory deep in the forest. A spur line links the factory with the Sarajevo - Visoko line.

There is a narrow-gauge line running from Zavidovici through the Krivaja valley, through Olovo, to the south of Vlasenica, and on into the Drina valley.

The Nis Skoplje line is single-track. The line from Vladicin Han to

to Belopolje is single track. Bor is the terminus of a narrow-gauge line 60 kilometers in length running from Zasaca.

III. [sig] Railroad Bridge over the Sava at Samac

Length: 200 meters. Single track, standard gauge. In the center the bridge has an iron ~~section~~ ^{section} 60 meters in length and six concrete piers reinforced with iron.

The rest of the bridge, from either end of the iron section, is of wood (see sketch).

The bridge is exclusively for rail traffic and cannot be used as a highway bridge, inasmuch as it does not have a solid flooring.

The bridge is located on the "Youth Rail Line" from Sarajevo to Vinkovci. It was opened in the summer of 1947.

The direction and the execution of the work was divided among three Russian officers.

The engineers also threw a pontoon bridge across the Sava at Samac (probably in connection with the training of recruits).

Bridge over the Bosna at Maglaj (80 kilometers north-northeast of Sarajevo)

Length: 60 meters. Four concrete piers, the two center ones being 10 - 12 meters in height. Iron crossbeams.

The bridge had not been finished in April 1948. The superstructure was still lacking.

Sketch: Rail Network in the Tuzla - Banovici Sector

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graph TD
    Tuzla --> Kreka
    Kreka --> Zivinice
    Zivinice --> Banovici
    Banovici --> Mines
    Mines --> Kiseljak
    Kiseljak --> Dobo[toward Dobo]
    Tuzla --> Zivinice
    Banovici --> Kladanj[toward Kladanj]
  
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IV. New Rail Lines

A. The rail line between Koveljaca and Zvornik, 74 kilometers in length, running along the Bosnia - Hercegovina border and the valley of the ~~Drava~~ Drava [sic] (Note: should be Drina) River, is progressing rapidly; work was started on this line in February, and is scheduled to take seven months. A hundred culverts and other structures are planned, as well as four tunnels.

B. In April work was started on a new rail line between Lupoglav and Stalija, in Istria.

V. 1. "Ostogradja" Company for Public Works in Ljubljana

This firm has been given the assignment of ~~transforming~~ converting the road Ljubljana - Vrhnika - Postojna - Rijeka - Susak ~~into~~ into a concrete road, eight ~~kilometers~~ kilometers in width. It is planned to employ 20,000 young people, volunteers from the Work Brigades, for this project. Construction is to commence on 20 April. Engineer Jaklin Janez is in charge of survey and operations.

This firm has also been put in charge of the repair project on the Ljubljana - Celje road and has built a bridge there 115 meters in length, 14 meters in width, and capable of supporting 30 tons.

Sketch: Schematic Profile View of the Bridge over the Sava near Samac.

Sketch: Schematic Profile View of the Bridge over the Bosna near Maglaj.

2. Condition of the Bridges

The following bridges have been opened to traffic:

Senta: Railroad bridge over the Tisa.

Petrograd [sic] (Note: Probably Petrovo Selo, or possibly Zrenjanin, which was formerly Petrovgrad.): Highway bridge over the Tisa.

Bogojevo: Railroad bridge over the Danube.

Osijek: Bridge over the Drava.

All of these are concrete bridges.

Near Beli Manastir the 60-meter long tunnel on the Osijek - Budapest line is being reconstructed in concrete; it had been destroyed during the war.

VI. Miscellaneous Industrial Reports

Jurodagovic Railroad Car Factory in Slovenski Brod

Production in 1948:

- 5,400 mine cars
- 70 kilometers of narrow-gauge rails
- 75 narrow-gauge locomotives
- standard-gauge
- 8/locomotives
- 650 freight cars
- 450 narrow-gauge freight cars
- 40 kilometers of standard rails
- 160 axles for narrow-gauge locomotives
- 25 tons of bolts for crossbeams
- 2,000 tons of crossbeams of various dimensions for the construction of bridges.

The rolling stock listed below has been repaired in the workshops:
280 cars, eight locomotives, four narrow-gauge locomotives, 20 freight cars,
26 narrow-gauge freight cars.

Railroad Repair Workshops -- Subotica

The shops employ 180 workers, 26 of whom are fitters and 18 electric welders.

Rolling stock repaired in 1948:

24 standard-gauge locomotives, 16 passenger cars, 170 freight cars (completely renovated), and 1,300 other miscellaneous repair jobs on locomotives and freight cars. The replacement parts come from Kraljevo and Krusevac.

VII. The Belgrade - Zagreb Superhighway

As is already known, the construction of the Belgrade - Zagreb superhighway, which is very important from the strategic point of view, was started on 15 April 1947.

The plan which the Soviet military experts approved in April 1947 (the president of the Commission was the Soviet Colonel and engineer Kolokov) provided that the base of this highway should be 12 meters wide and the highway surface 7.50 meters. However, in accordance with an order from Moscow in June 1947, the width of the base was increased to 22 meters and there were to be two lanes, each 7.50 meters wide, with shoulders 75 centimeters in width on either side of the lanes and a four-meter wide strip of grass down the center.

Moscow agreed to Belgrade's request that for the time being only half of the project ~~will~~ should be constructed, that is to say, one lane 7.50 meters wide.

According to the plan, two sections of this highway should have been completed during the past year, namely:

1st section - Belgrade - Pecinci, 28 kilometers in length

2nd section - Zagreb - Ivaniograd, 32 kilometers in length.

However, during 1947 only 20 kilometers of the first section and 16 kilometers of the second section were completed.

During 1948 construction of this highway was ~~forced~~ pushed several times, but in spite of the contract and a personal visit from Marshal Tito, only 120 kilometers of the road will be completed, although it had been planned to complete at least 164 kilometers. 164 kilometers plus the 36 kilometers constructed in 1947 would make 200 kilometers, which would be more than half the total length of the highway (390 kilometers).

308 "voluntary" brigades including more than 50,000 young men and women from all over Yugoslavia have been assigned to this highway project, to which the government has given the impressive name of ^{Brotherhood} "Fraternity and Unity".

In addition to these "voluntary" workers 34 brigades of specialists (miners, masons, mechanics, etc.) have worked on this highway, plus about 150,000 residents of Zagreb, in performance of their obligatory labor service.

This road is to serve as the basis for the construction for a new communications system. It is actually completed as far as Ruma (60 kilometers), a town located about 10 kilometers east of Mitrovica.

VIII. Yugoslav Navigation on the Upper Danube

Since the Russian penetration of Yugoslavia and the institution of a communist dictatorship the former ^{State} Management for Inland Navigation has been divided into two companies: 1. The Russo-Yugoslav River Company

2. The Yugoslav Inland Navigation Company.

1. The Russo-Yugoslav River Company

The majority of vessels belong to this company. It is an association, to which nearly all the Danube companies belong. (There is also a Russo-Rumanian Navigation Company). It is intended to incorporate all the Hungarian river vessels into the Russo-Hungarian Company.

In this way they have succeeded in seizing all the good ships in the satellite countries and placing them under Russian management. Only a small portion of the former Danube commercial fleet has remained the property of the respective countries. It is well understood that the personnel serving on these vessels are recruited from the ranks of those most devoted to Communism. In Yugoslavia the Russians took over all the best tugs plus a number of barges representing considerable tonnage. They also appropriated certain passenger vessels. In general, they operate all traffic on the Budapest - Braila line and transport goods and merchandise for Russia.

The main office of the Company is in Odessa; the Yugoslav office is in Belgrade.

The Ada Oiganijsa workshops belong to the Russo-Yugoslav Company.

2. Yugoslav Inland Navigation Company

This company's offices are in Belgrade. It has retained three tugs,

a certain number of barges, and some old passenger vessels. Its activities are very limited as a result of the fact that a large number of its vessels were taken over by the Russians. Sometimes it transports goods on the Sava River, but rarely as far as Vienna. For this reason, and also because of the shut-down on foreign trade, the agencies of the Management of Inland Navigation in the Danube countries have practically been liquidated.

At the moment the following establishments still exist:

Budapest: Agency of the Yugoslav Inland Navigation. The personnel ~~xxx~~ strength is being reduced.

Bratislava: The head of the branch office here is a ~~xx~~ pilot (name not known).

Vienna: Agency. Chief of traffic on the Upper Danube. The chief is Grubor, a captain in the Inland Navigation (that is, a former captain in the Inland Navigation); he is a Communist. The head of the agency is Tamindzic, who was recently in Regensburg.

All traffic and all personnel are under Grubor.

Tamindzic, a friend of Djilas and also a Commissar and Communist news agent, is a dangerous spy. His wife is in Regensburg, conducting espionage operations on his account.

Komarno: Agency in liquidation.

Linz: Branch office in liquidation.

Passau: Four months ago there was an agency here. Now it is only a branch office. The head of it is the sole guardian of the supplies (actually an agent). He is the pilot Bogdanovic.

Regensburg: Branch office closed. The wife of Tamindzic² is there, but there is actually no building.

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